

**REMARKS**

Claims 1-28 are pending. Claims 20-28 have been added. Claims 1-15 have been allowed.

The Examiner rejected Claims 16, 17 and 19 under 35 U.S.C. §102(b) as being anticipated by U.S. Patent No. 4,394,852 to Tuckey et al. ("Tuckey et al. '852"). The Examiner rejected Claim 18 under 35 U.S.C. §103(a) as being obvious over Tuckey et al. '852 in view of U.S. Patent No. 6,152,431 to Stenz et al. ("Stenz et al. '431").

Tuckey et al. '852 discloses engine 20, shown in Fig. 1, which includes conduit 80 communicating the crankcase of engine 20 to valve 50, and conduit 86 communicating valve 50 to carburetor 30. Valve 50 includes a manually-actuated plunger member, shown in Figs. 2-4, with a check valve ball 76 disposed between the body of valve 50 and nipple 72, to which conduit 80 is connected. In operation, valve 50 may be fully opened (Position "C") when starting engine 20 to allow pulses from the crankcase of engine 20 to pass therethrough to carburetor 30 for priming. Valve 50 may be moved to an intermediate or "warm up" position (Position "B") in which passage of pulses from the crankcase of engine 20 to carburetor 30 is inhibited but still allowed. After engine 20 reaches running speeds, valve 50 may be moved to a closed position (Position "A") in which passage of pulses from the crankcase of engine 20 to carburetor 30 is blocked.

Stenz et al. '431 discloses carburetor 10, shown in Fig. 1, which generally includes carburetor body 12 and fuel bowl 16. Carburetor 10 also includes a manually-depressible priming bulb 44.

Independent Claim 16, as amended, calls for a method of operating an internal combustion engine, including the steps of, *inter alia*, starting the engine, and subsequent to starting the engine, automatically preventing substantially the passage of positive pressure pulses from a chamber to a carburetor.

New independent Claim 21 calls for a method of operating a internal combustion engine, including the steps of, *inter alia*, starting the engine, and subsequent to starting the engine, automatically preventing substantially the passage of positive pressure pulses from a crankcase to a chamber.

Applicant respectfully submits that amended independent Claim 16 and new independent Claim 21 are not anticipated by Tuckey et al. '852, or obvious over Tuckey et al. '852 in view of Stenz et al. '431 because neither of the foregoing references, either alone or in combination, fails to disclose a method of operating an engine, including the steps of starting the engine, and subsequent to starting the engine, automatically preventing substantially the passage of positive pressure pulses either from a chamber to a carburetor (Claim 16) or from a crankcase to a chamber (Claim 21).

By contrast, the priming system of engine 20 of Tuckey et al. '852 includes a manually-actuated valve 50 which is manually controlled by an operator to selectively allow or block the passage of pulses from the crankcase of engine 20 to carburetor 30. Stenz et al. '431 also fails to disclose a method of operating an engine, including the foregoing steps.

Therefore, Applicant respectfully submits that independent Claim 16, as amended, and new independent Claim 21, as well as Claims 17-20 and 22 which depend therefrom, respectively, are not anticipated by Tuckey et al. '852, nor are obvious in view of Tuckey et al. '852 in combination with Stenz et al. '431.

New independent Claim 23 calls for an engine, including a crankcase, a carburetor, and a priming system which includes, in serial order, a restrictor, a chamber in fluid communication with the crankcase through the restrictor, and a one-way valve permitting fluid flow from the chamber to the carburetor.

By contrast, engine 20 of Tuckey et al. '852 includes, in serial order, the crankcase of engine 20, check valve ball 76, valve 50, and carburetor 30. In view of the foregoing, Applicant respectfully submits that new independent Claim 23, as well as new Claims 24 and 25 which depend therefrom, are patentable over Tuckey et al. '852.

Applicant further respectfully submits that new independent Claim 26, as well as new Claims 27 and 28 which depend therefrom, are patentable over Tuckey et al. '852 because Tuckey et al. '852 fails to disclose a priming system, including a chamber in fluid communication with a crankcase through a restrictor, the restrictor dimensioned to allow substantial pressure equalization between the crankcase and the chamber at engine cranking speeds and to prevent substantial pressure equalization between the crankcase and the chamber at engine running speeds, as called for in new independent Claim 26.

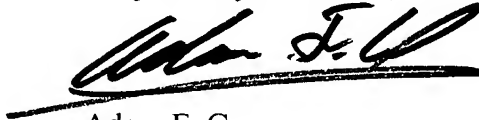
Application Serial No. 10/658,063  
Amendment dated November 16, 2004  
Reply to Office Action dated September 21, 2004

It is believed that the above represents a complete response to the Official Action and reconsideration is requested. Specifically, Applicant respectfully submits that the application is in condition for allowance and respectfully requests allowance thereof.

In the event Applicant has overlooked the need for an additional extension of time, payment of fee, or additional payment of fee, Applicant hereby petitions therefore and authorizes that any charges be made to Deposit Account No. 02-0385, Baker & Daniels.

Should the Examiner have any further questions regarding any of the foregoing, he is respectfully invited to telephone the undersigned at (260) 424-8000.

Respectfully submitted,



Adam F. Cox  
Registration No. 46,644

Attorney for Applicants

AFC/mt

BAKER & DANIELS  
111 East Wayne Street, Suite 800  
Fort Wayne, IN 46802  
Telephone: 260-424-8000  
Facsimile: 260-460-1700

Enc. Return Postcard

CERTIFICATION OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as First Class Mail in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on: November 16, 2004

ADAM F. COX, REG. NO. 46,644

Name of Registered Representative



Signature

November 16, 2004

Date